



STATE TRANSPORTATION BOARD

FEBRUARY 2023 COMMITTEE MEETINGS

February 15, 2023



STATE TRANSPORTATION BOARD

Finance Committee

February 15, 2023



Amended FY 2023 (House Version) & FY 2024 Budget

Angela Whitworth

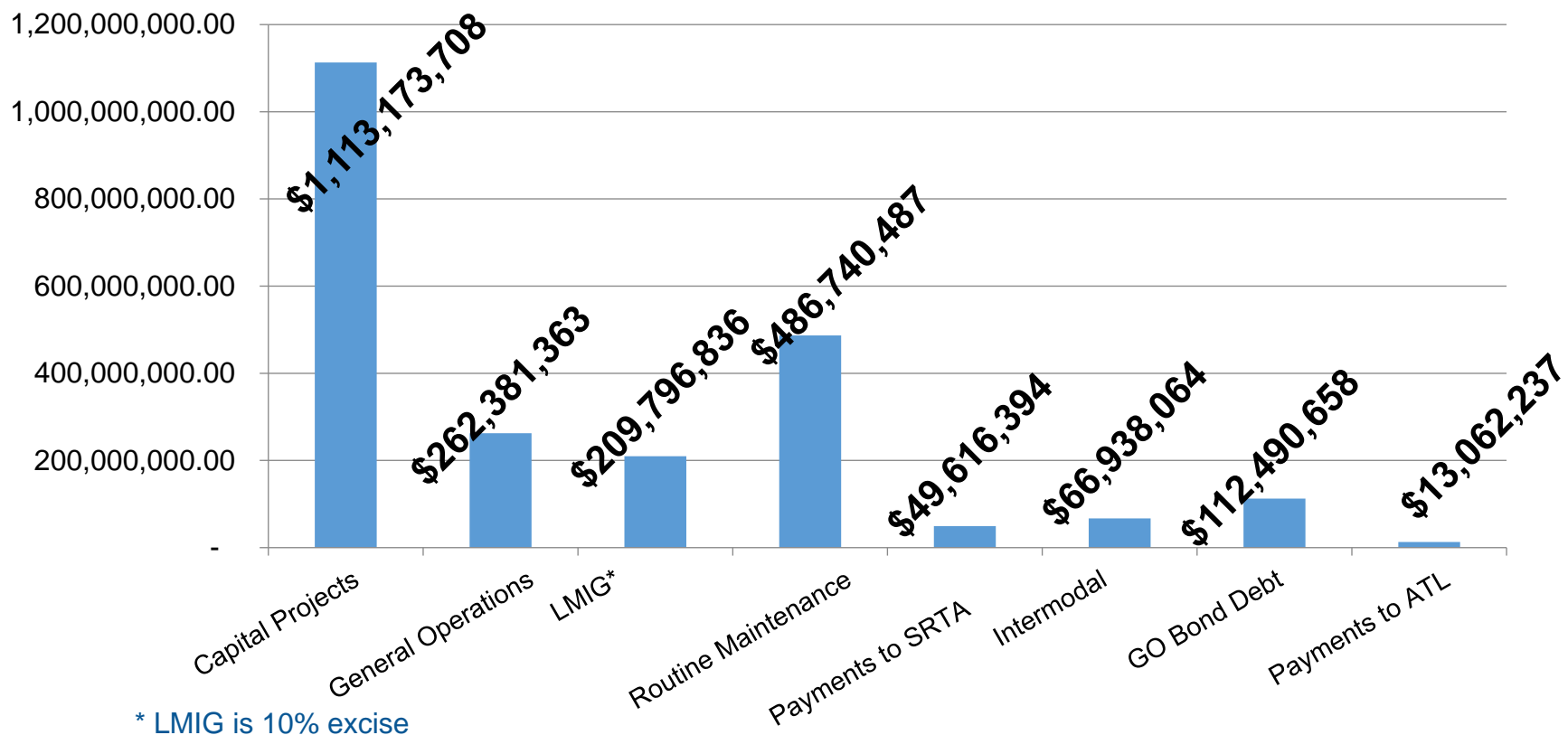
Treasurer

February 15, 2023

Amended FY 2023 Revenue Comparison (House Version)

	FY 23 Base	Change	AFY 23
Excise:	\$2,008,887,881	\$89,080,472	\$2,097,968,353
Transportation Trust Fund			
Fees:	\$150,977,349	\$-	\$150,977,349
GRTA:	(\$351,479)	\$351,479	\$-
Transit Trust Fund (Ride-Share)			
Fees:	\$15,927,600	\$-	\$15,927,600
State General			
Funds:	\$36,958,063	\$12,368,382	\$49,326,445
Total:	\$2,212,399,414	\$101,800,333	\$2,314,199,747

Amended FY 2023 Budget Request (House Version)



Amended FY 2023 Budget Request (House Version)

Program (Motor Fuel)	Fund Source	FY 23 BASE	Change	AFY 23
GO Bond Debt	Motor Fuel	\$22,146,832	\$90,343,826	\$112,490,658
	Transportation Trust Fund Fees	\$86,614,699	(\$86,614,699)	\$-
	Total	\$108,761,531	\$3,729,127	\$112,490,658
Capital Construction	Motor Fuel	\$911,795,782	(\$35,171,401)	\$876,624,381
	Transportation Trust Fund Fees	\$-	\$86,614,699	\$86,614,699
	Total	\$911,795,782	\$51,443,298	\$963,239,080
Routine Maintenance	Motor Fuel	\$461,740,487	\$25,000,000	\$486,740,487
LMIG	Motor Fuel	\$200,888,789	\$8,908,047	\$209,796,836
Payments to SRTA	Transportation Trust Fund Fees	\$49,264,915	\$351,479	\$49,616,394

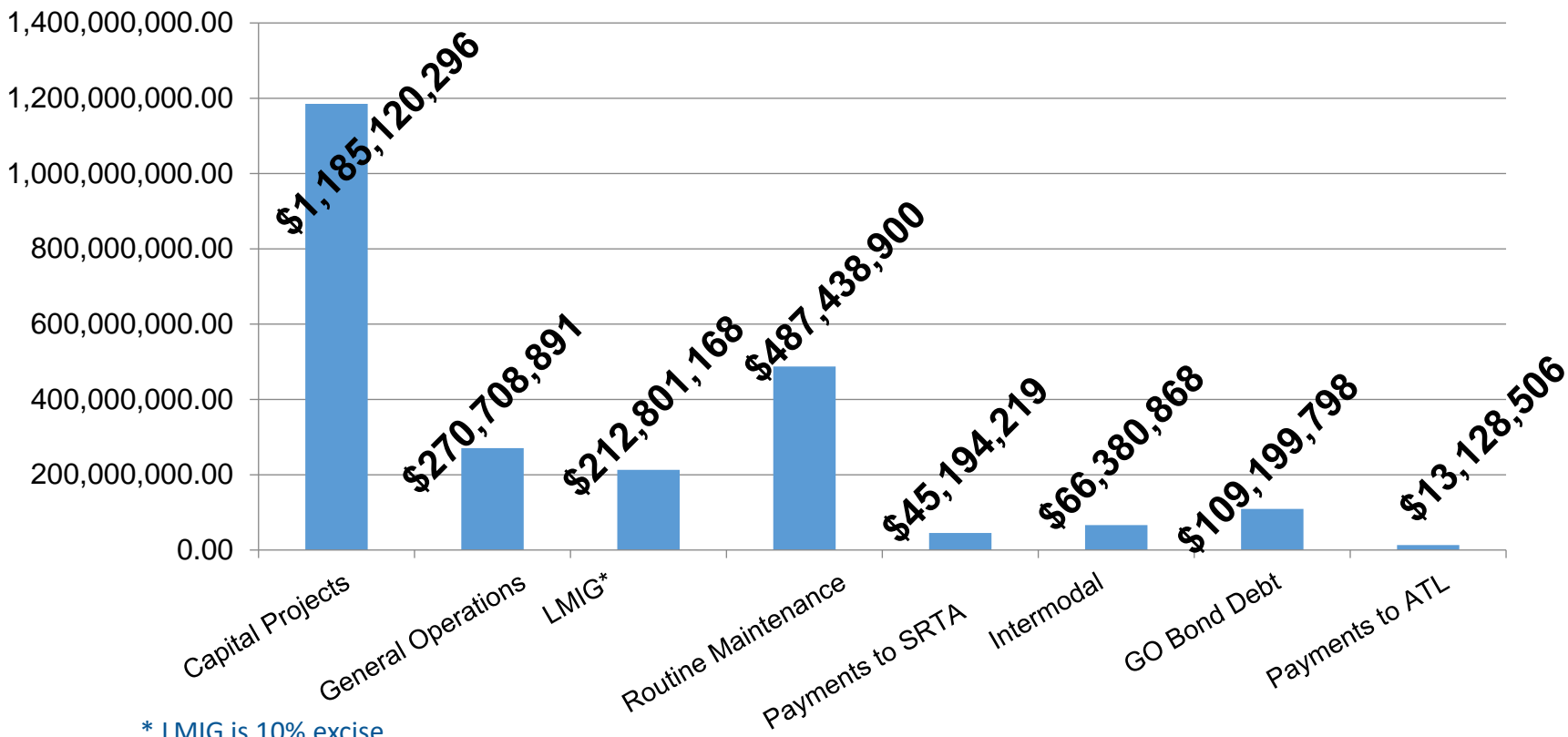
Amended FY 2023 Budget Request (House Version)

Program (Motor Fuel)	Fund Source	FY 23 BASE	Change	AFY 23
Airport Aid	State General Funds	\$26,359,425	\$7,871,857	\$34,231,282
Rail	State General Funds	\$9,218,901	\$3,000,000	\$12,218,901
Transit	Transit Trust Fund Fees	\$15,927,600	\$-	\$15,927,600
	Transportation Trust Fund Fees	\$1,684,019	\$-	\$1,684,019
	State General Funds	\$-	\$1,496,525	\$1,496,525
	Transit Total	\$17,611,619	\$1,496,525	\$19,108,144

FY 2024 Revenue Comparison

	FY 23 Base	Change	FY 24
Excise:	\$2,008,887,881	\$119,123,790	\$2,128,011,671
Transportation Trust Fund			
Fees:	\$150,977,349	\$51,347,452	\$202,324,801
Transit Trust Fund (Ride-Share)			
Fees:	\$15,927,600	\$7,669,713	\$23,597,313
State General			
Funds:	\$36,958,063	(\$919,202)	\$36,038,861
<hr/>			
Total:	\$2,212,750,893	\$177,221,753	\$2,389,972,646

FY 2024 Budget Request



FY 2024 Budget Request

Program (Motor Fuel)	Fund Source	FY 23 BASE	Change	FY 24
GO Bond Debt	Motor Fuel	\$22,146,832	\$87,052,966	\$109,199,798
	Transportation Trust Fund Fees	\$86,614,699	(\$86,614,699)	\$-
	Total	\$108,761,531	\$438,267	\$109,199,798
Capital Construction	Motor Fuel	\$911,795,782	(\$13,867,496)	\$897,928,286
	Transportation Trust Fund Fees	\$-	\$128,471,563	\$128,471,563
	Total	\$911,795,782	\$114,604,067	\$1,026,399,849
Capital Maintenance	Motor Fuel	\$145,588,167	\$-	\$145,588,167
	Transportation Trust Fund Fees	\$-	\$8,785,819	\$8,785,819
	Total	\$145,588,167	\$8,785,819	\$154,373,986
Program Delivery	Motor Fuel	\$123,000,299	\$2,700,181	\$125,700,480

FY 2024 Budget Request

Program (Motor Fuel)	Fund Source	FY 23 BASE	Change	FY 24
Data Collections	Motor Fuel	\$3,061,474	\$37,231	\$3,098,705
Departmental Admin	Motor Fuel	\$78,451,687	\$4,920,710	\$83,372,397
LMIG	Motor Fuel	\$200,888,789	\$11,912,379	\$212,801,168
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
Planning	Motor Fuel	\$2,646,626	\$29,434	\$2,676,060
Routine Maintenance	Motor Fuel	\$461,740,487	\$25,698,413	\$487,438,900
Traffic Management	Motor Fuel	\$55,221,277	\$639,972	\$55,861,249

FY 2024 Budget Request - Intermodal

Intermodal	Fund Source	FY 23 BASE	Change	FY 24
Airport Aid	State General Funds	\$26,359,425	\$-	\$26,359,425
Ports & Waterways	State General Funds	\$1,379,737	\$7,337	\$1,387,074
Rail	State General Funds	\$9,218,901	(\$8,000,000)	\$1,218,901
	Locomotive Diesel Funds	\$-	\$7,073,461	\$7,073,461
	Rail Total	\$9,218,901	(\$926,539)	\$8,292,362
Transit	Transportation Trust Fund Fees	\$1,684,019	\$5,060,675	\$6,744,694
Transit	Transit Trust Fund	\$15,927,600	\$7,669,713	\$23,597,313
	Transit Total	\$17,611,619	12,730,388	\$30,342,007

FY 2024 Budget Request – Attached Agencies

Program (Motor Fuel)	Fund Source	FY 23 BASE	Change	FY 24
Payments to SRTA	Transportation Trust Fund Fees	\$49,264,915	(\$4,070,696)	\$45,194,219
Payments to ATL	Transportation Trust Fund Fees	\$13,062,237	\$66,269	\$13,128,506

THANK
YOU



STATE TRANSPORTATION BOARD

Intermodal Committee

February 15, 2023



2050 Georgia Rural and Human Services Transportation Plan

Matthew Wilson

Mobility Manager, Office of Transit Programs

February 15, 2023



RHST Background

Transit Governance in Georgia

GDOT

Rural and Small Urban Public Transit

Public transit for rural
(population <50K) and
small urban (population
50K - 200K) areas

Funded by Federal, State,
and Local sources

50% federal / 50% local for
operating projects;
80% federal / 10% state / 10%
local for capital projects

Operated by governmental
entities or private non-profits

DHS

Coordinated Transportation System

Transportation for seniors,
low-income families,
individuals with disabilities,
and vocational training

Funded by Federal sources
and State sources to meet
match requirements

Operated by governmental
entities, private non-profits,
for-profit companies

DCH

Non-Emergency Medical Transportation

Transportation to medically
necessary services for eligible
Medicaid members

Funded by Federal and State
sources

67.3% federal / 32.7% state

Subcontractors selected and
managed by brokers
ModivCare and Verida

History of RHST in Georgia

2007

Coordinated Public Transit – Human Services Transportation Plan

- Joint study by GDOT and DHS
- First RHST Plan

2011

RHST Plan 2.0

- Created a Technical Coordinating Group
- Recommendations for improved service delivery
- Regional and State Mobility Management implementation

2023

2050 Georgia RHST Plan

- Provides a framework for additional coordination
- Expanded Technical Advisory Group for more input and participation



Vision and Goals



“Continue and grow statewide rural and human service transportation coordination to improve the quality of life and economic activities for all Georgians, specifically those in rural areas, those with disabilities, older adults, and persons without vehicles”



Goal 1 Provide coordinated and efficient rural and human services transportation



Goal 2 Provide a safe and sustainable RHST network



Goal 3 Optimize RHST programs to best meet RHST systems' and travelers' needs



Goal 4 Ensure RHST coverage across the state to support mobility and access for RHST users



Goal 5 Connect rural transportation to regional and urban centers



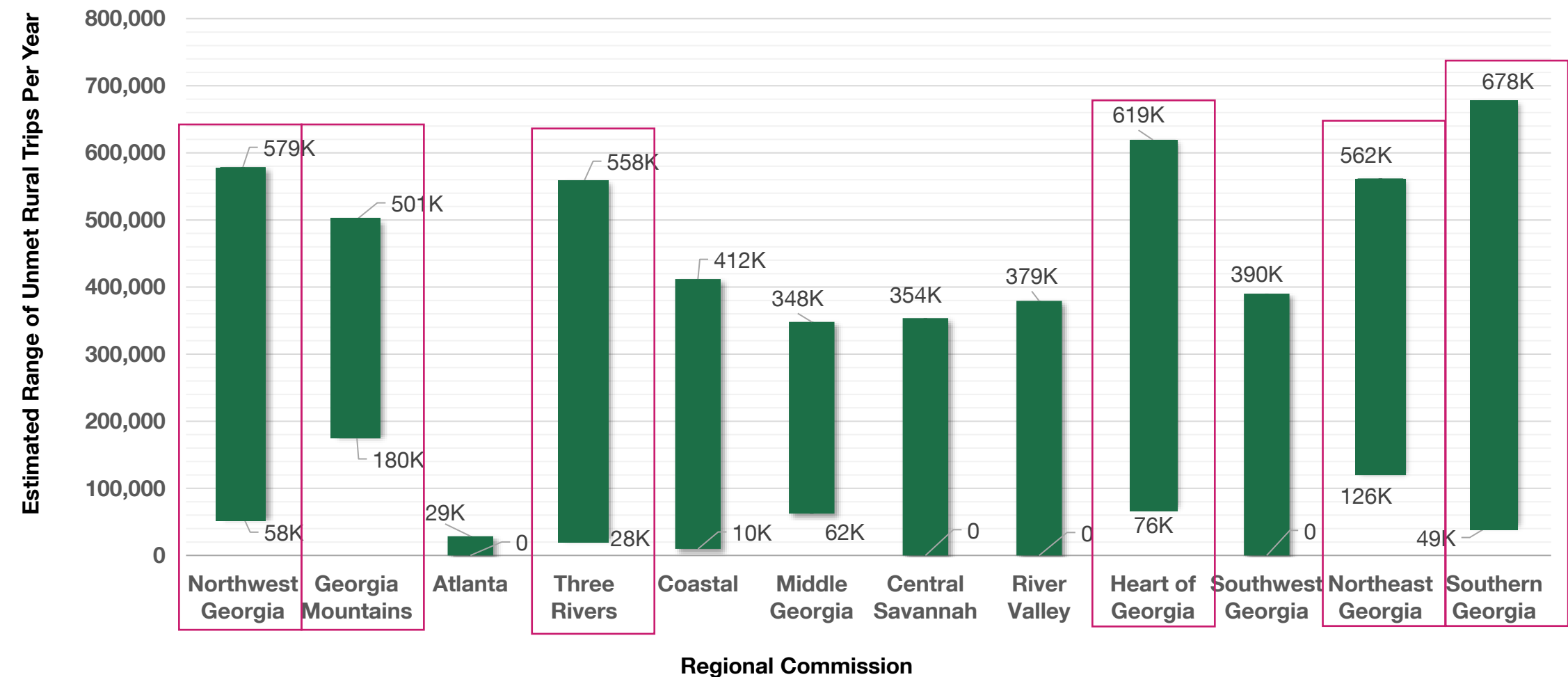
Goal 6 Leverage technology and innovation to support RHST ridership and performance

Technical Advisory Group (13 members)

- Department of Human Services
- Department of Community Health
- Department of Behavioral Health and Developmental Disabilities
- Department of Community Affairs
- Department of Juvenile Justice
- Georgia Vocational Rehabilitation Agency
- Work Source Georgia
- Association County Commissioners of Georgia
- Association of Regional Commissions
- Georgia Council of Developmental Disabilities
- Georgia Hospital Association
- Georgia Senior Living Association
- Statewide Independent Living Council of Georgia

Existing Conditions and Needs Assessment

Range of Estimated Unmet Rural Transit Trip Demand by Regional Commission



RHST Provider and Rider Survey

ADMINISTRATIVE

Marketing / Outreach

Technology

Regulatory Issues

Fleet/Staff Management

RIDER DEMAND AND SATISFACTION

Level of Service

Amenities

Perception and Attitudes

FUNDING

Capital/Operating

Regional Public Workshops

- **Held in each of the 12 Regions**
- **Advertised through GDOT Regional Commission, and TAG member's social media channels**
- **Recordings and presentations posted to project website**

Regional Workshop Comments



Rider Demand
and Satisfaction



Funding



Compliance



Staffing



Marketing

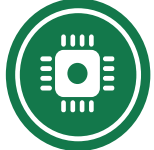


Coordination

Key Georgia RHST Needs



Administrative and planning support



Technology in administration and operations



Marketing to increase awareness



Diversified funding sources



Community partnerships to expand service and funding



Regional and multi-county transit



Service flexibility and responsiveness



Expand workforce transportation



Customer amenities on-board and at stops

14 Categories of Draft Recommendations



Recommendation Evaluation Process

Assess Alignment with Project Goals








Draft Recommendations

86 Recommendations to improve:

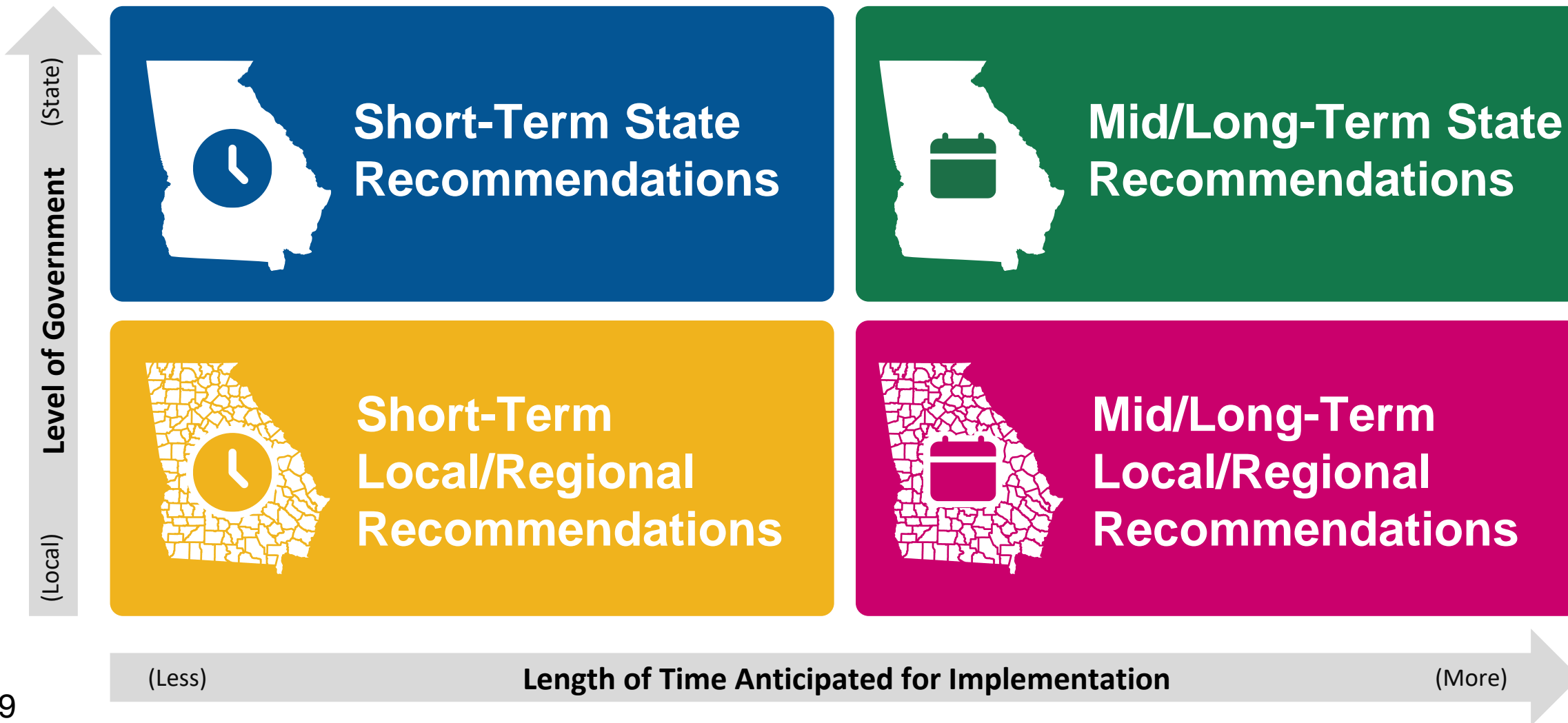
-  **coordination and efficiency**
-  **safety and sustainability**
-  **rider experience**
-  **mobility and access**
-  **connectivity**
-  **technological innovation**

Top Five Most Aligned with Plan Goals

-  Create connections to activity centers
-  Expand capacity of rural systems
-  Adopt flexible service for microtransit services
-  Connect rural areas with areas of high development
-  Leverage intercity and long-distance transportation services

Draft Recommendations

Categorized by Level of Responsibility & Length of Implementation



Short-Term State Recommendations (GDOT)

Policies

Develop fleet right-sizing guidance

Update Regional Transit Development Plan guidance regularly (last update 2021)

Provide best practices for scheduling, dispatching, and management technologies to providers

Develop best practice guidance for 5311, 5310 and non-emergency transportation based on Georgia case studies

Develop guidebook on fleet electrification

Develop vehicle life cycle guidance

Programs

Expand and leverage Let's Ride app

Develop 5311 performance measures dashboard

Establish 5311 regional mobility managers

Establish a set-aside funding program for workforce trips

Develop branding and marketing assistance

Projects

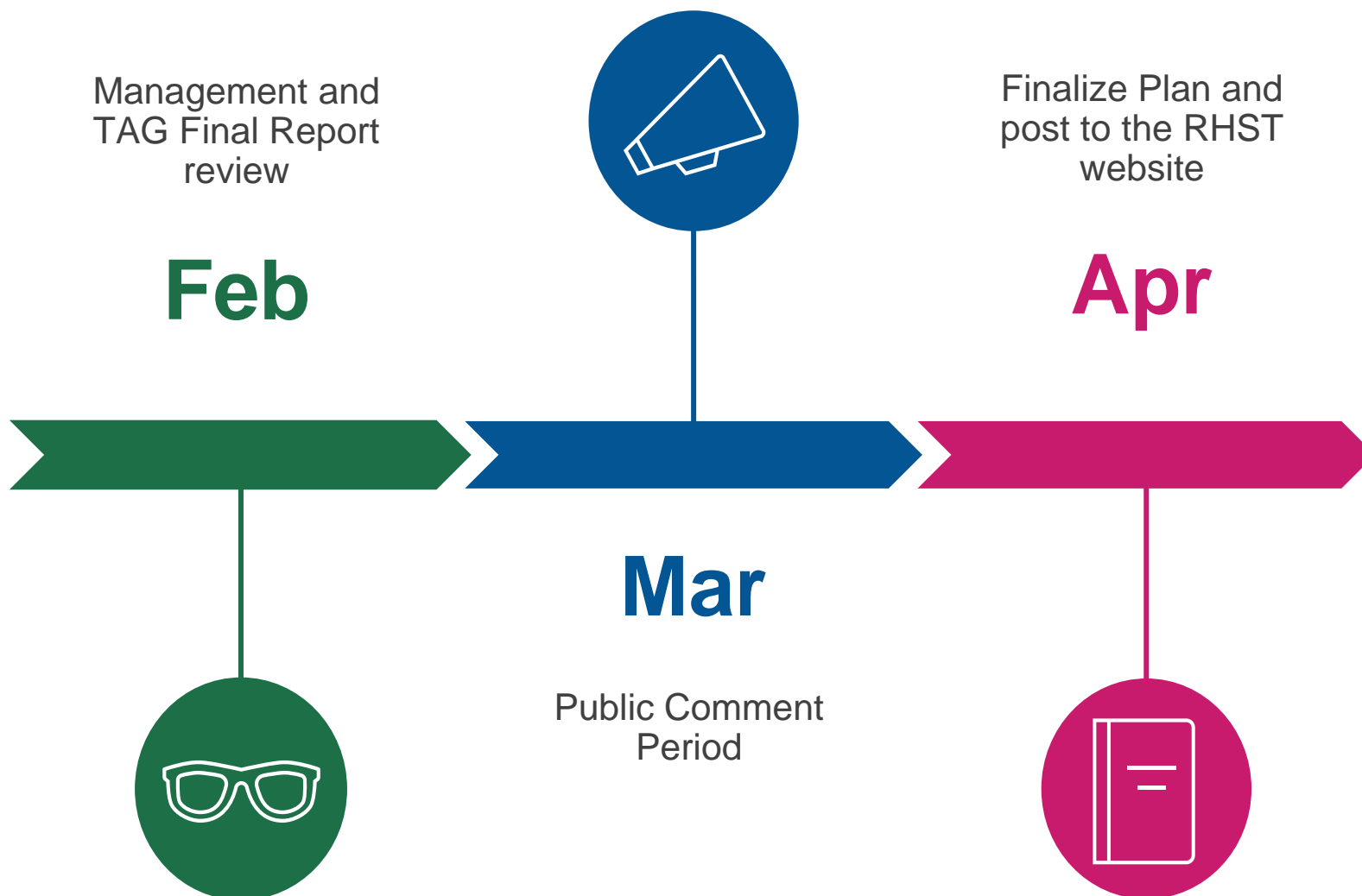
Hold funding information sessions

Provide additional transit data support

Develop a statewide one-call information number

Develop a website for statewide transit services and provider information

Next Steps



Contact Information

Matthew Wilson

Mobility Manager

Intermodal Division

Georgia Department of Transportation

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(404) 631.2858

Georgia 2050 RHST Plan Website:

<https://rhst-gdot.hub.arcgis.com/>



STATE TRANSPORTATION BOARD

Legislative Committee

February 15, 2023



Legislative Update

Joshua L. Waller

Director of Policy & Government Affairs

February 15, 2023

2023 Legislative Session Session Calendar

2023 Session of the Georgia General Assembly

January						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February						
			11	12		
			1	2	3	4
5	13	14	15	16	10	11
12	17	18	19	20		18
19	20	21	22	23	24	25
26	27	28				

March						
			26	27		
			1	2	3	4
5	28	29	30	31	10	11
12	32	33	34	35	17	18
19	36	37	38		24	25
26	39	40				

Session Days **IN RED** | Committee Workdays **IN BLUE** | Crossover Day: **March 6th** | Sine Die: **March 29th**

State Transportation Board Elections

■ Tuesday, February 21st

- 1:30pm—Congressional District 02
- 2:30pm—Congressional District 05
- 3:30pm—Congressional District 07
- 4:30pm—Congressional District 09

■ Wednesday, February 22nd

- 1:30pm—Congressional District 10
- 2:30pm—Congressional District 13
- 3:30pm—Congressional District 14

2023 Legislative Outlook

- H.B. 52 “GDOT Housekeeping #1” Update
- Electric Vehicle Legislation
 - House—H.B. 307 (Alan Powell); H.B. ____ (Rick Jasperse)
 - Senate—S.B. 146 (Steve Gooch)
- Freight & Logistics Infrastructure
- H.B. 189 “Universal Truck Weights Increase”



STATE TRANSPORTATION BOARD

Committee of the Whole

February 15, 2022



Transportation Investment Act 10 Year Anniversary



Kenneth Franks

State TIA Administrator

February 15, 2023

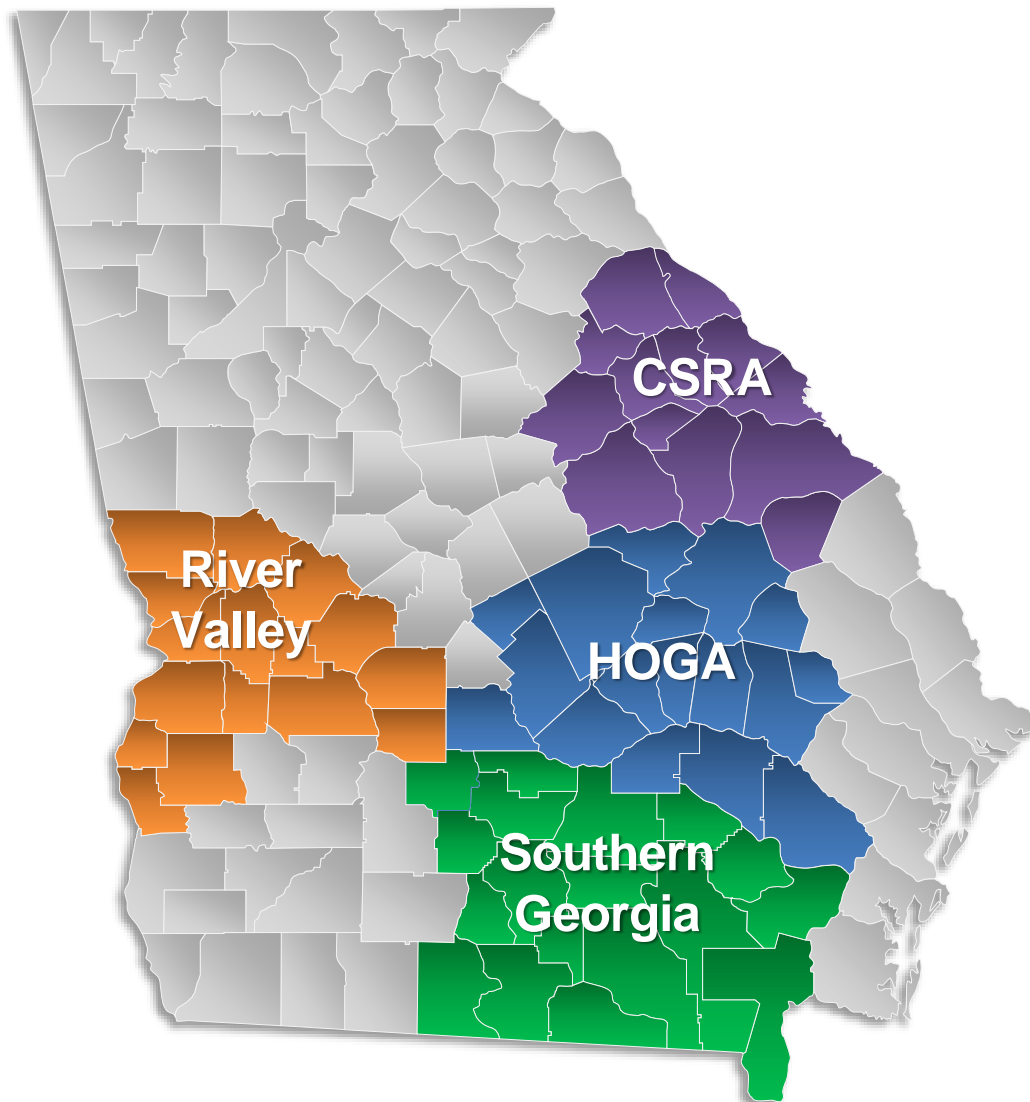
TIA 2013-2022



TIA 2013-2022

- 871 Projects Construction Ready
- 10,500+ Invoices Processed
- 271 Local Government Agreements
- 36 Consultant Contracts (132 Task Orders)
- 2 CEI Contracts (73 Task Orders)
- 10 Quick Response Contracts
- 2200+ Parcel Acquired
- 151 Projects Added in 2018
- 787 Projects Added in 2023

TIA Regions



TIA Collections Through December 2022

Region	Total	Approved Investment List (75%)	Local Discretionary (25%)
CSRA	\$746,921,742	\$560,191,306	\$186,730,435
River Valley	\$512,301,207	\$384,225,905	\$128,075,301
Heart of Georgia	\$335,375,226	\$251,531,419	\$83,843,806
Southern Georgia	\$269,296,710	\$201,972,533	\$67,324,177
Totals (*rounded amounts)	\$1,863,894,886	\$1,397,921,164	\$465,973,722

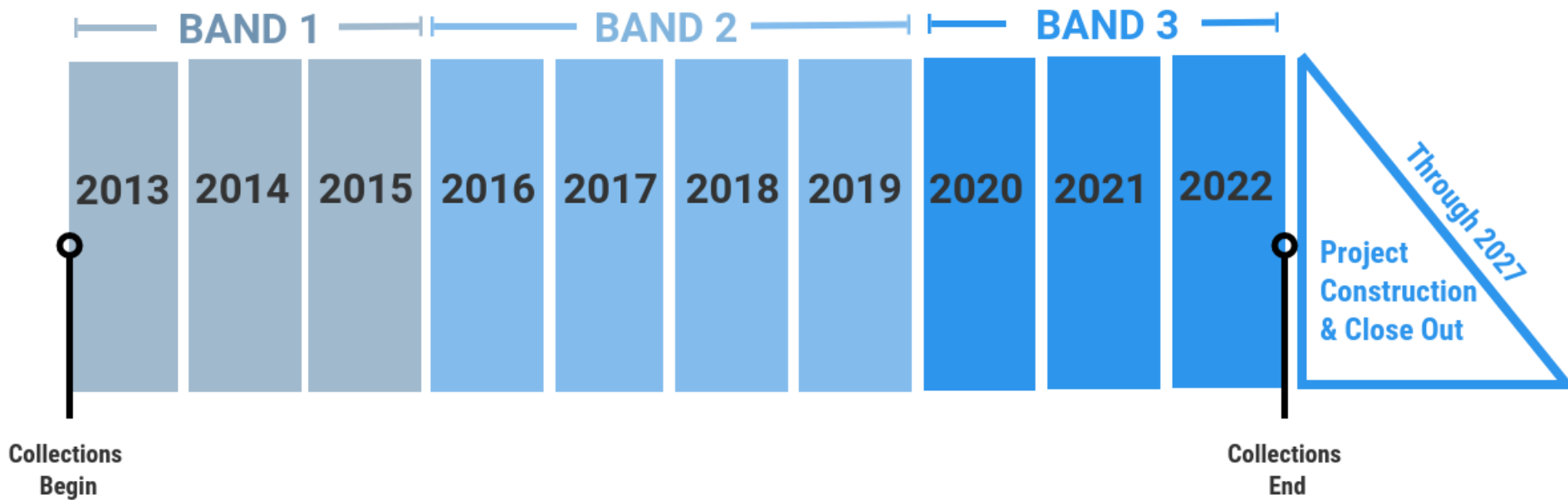
*All amounts rounded to the nearest dollar

TIA Collections Through December 2022

Region	Original Revenue Forecast	Actual Revenue Collected	% Behind Forecast
CSRA	\$841,044,915	\$746,921,742	-11.2%
River Valley	\$594,061,268	\$512,301,207	-13.8%
Heart of Georgia	\$398,870,417	\$335,375,226	-15.9%
Southern Georgia	\$211,297,963	\$269,296,710	27.4%
Totals (*rounded amounts)	\$2,045,274,565	\$1,863,894,886	

*All amounts rounded to the nearest dollar

TIA 1 Timeline



First 10 Years of TIA

- 871 Projects Advanced to Construction
- 809 Projects Completed



TIA 2022 Highlights

127

TIA Projects Let to Construction in 2022

46

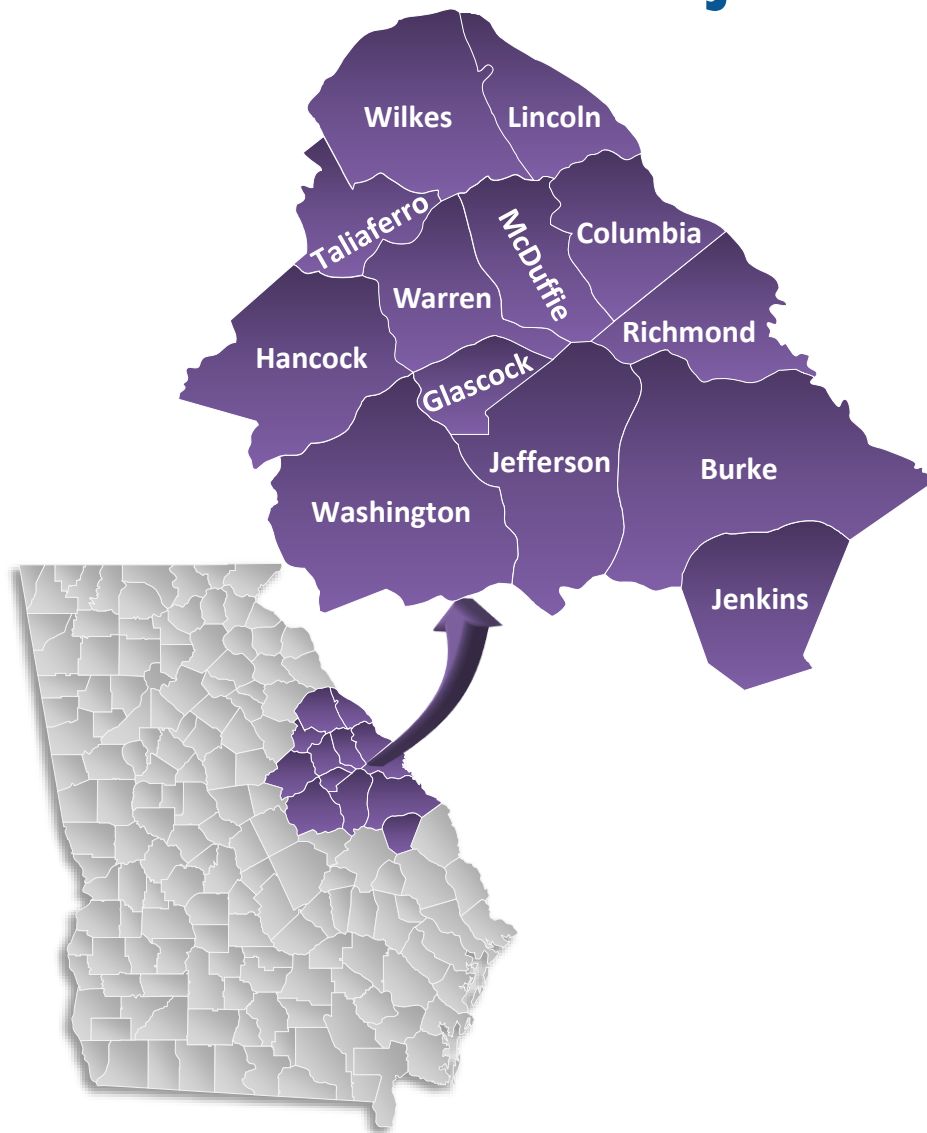
TIA Projects Completed in 2022



\$134,478,311

TIA Program Expenditures in 2022

CSRA Project Overview



84

Total Projects

\$546,514,666

Final Investment List
Project Total

25

In Construction

59

Projects Completed

\$316,058,160

Total Expenditure to Date
(as of 11-17-22)



SR 4 /15th Street Widening Richmond County

Active Construction





SR 388 Widening Columbia County

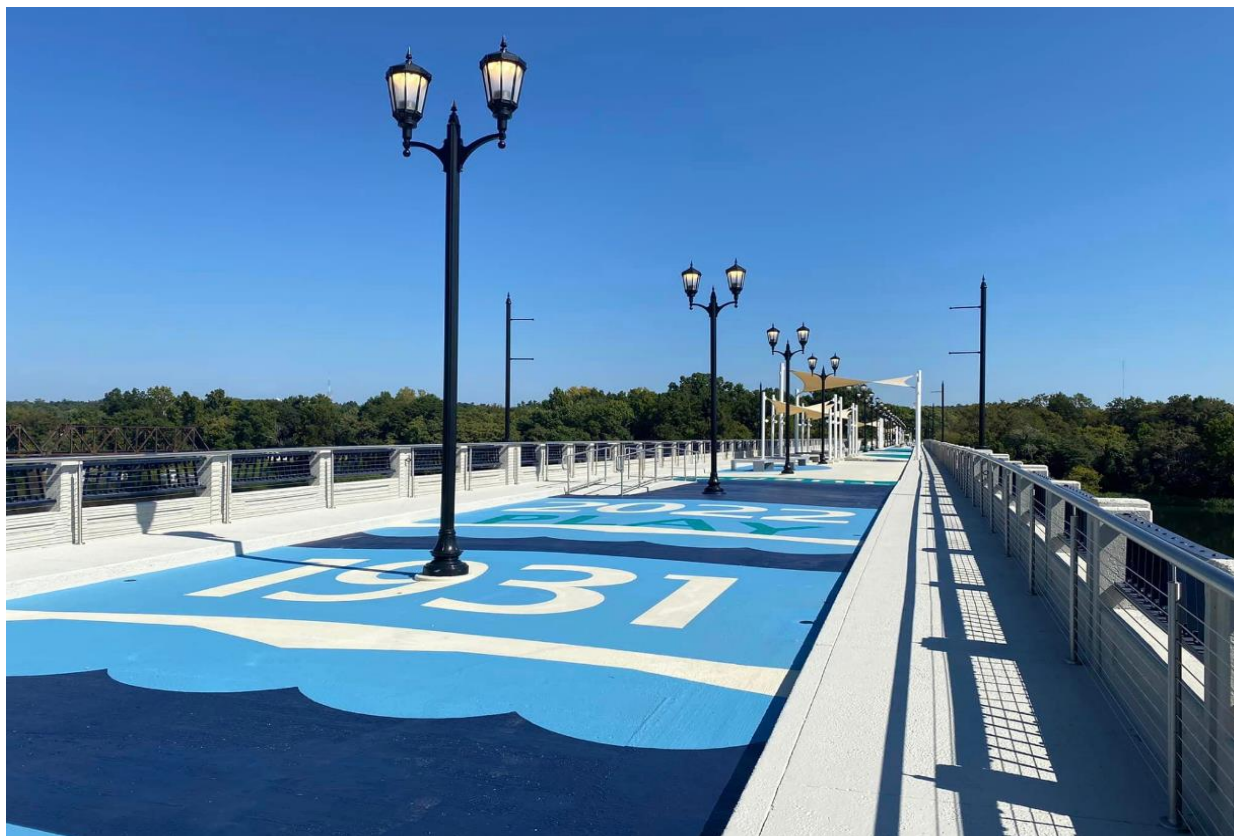
Active Construction





5th Street Bridge Richmond County

Project Complete



River Valley Project Overview



23
Total Projects

\$410,754,730
Final Investment List
Project Total

6
In Construction

17
Projects Completed

\$241,054,792
Total Expenditure to Date
(as of **11/18/2022**)



Buena Vista Rd DDI City of Columbus

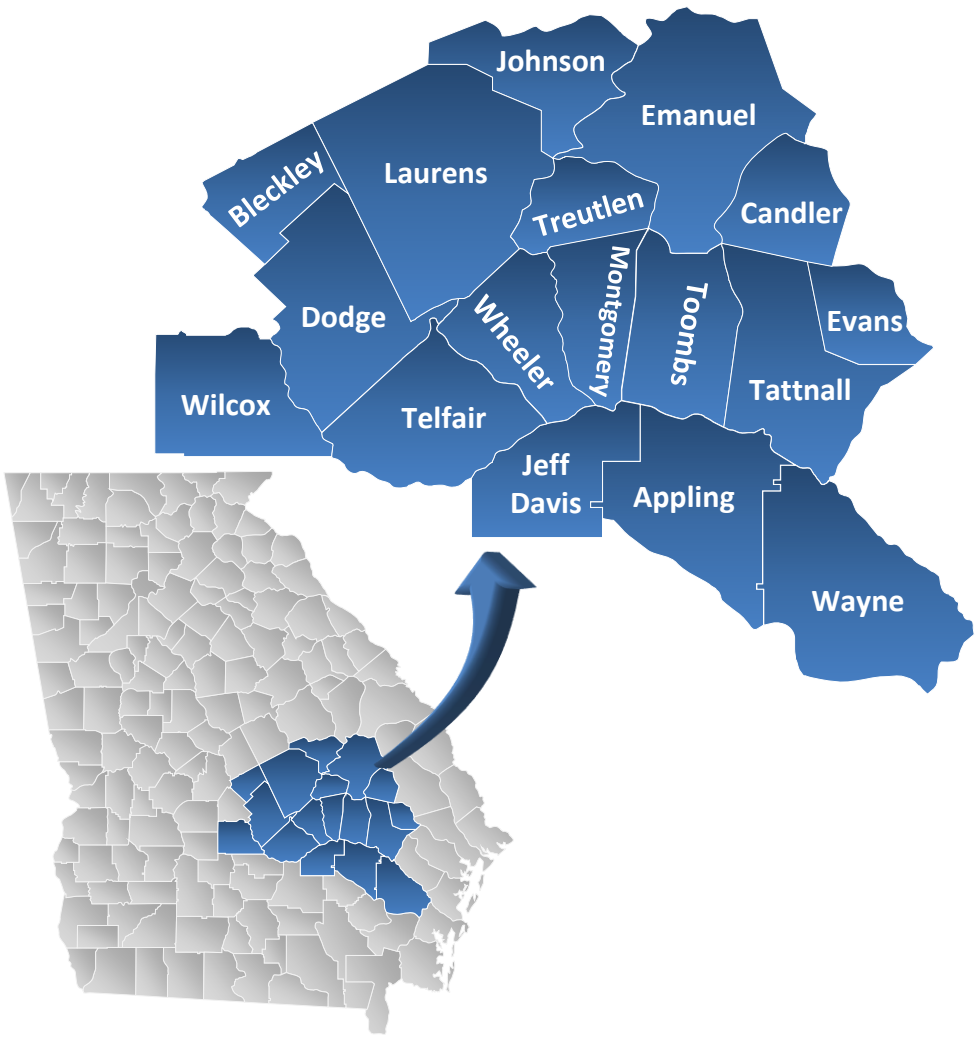




US 280 Widening Crisp County



HOGA Project Overview



764

Total Projects

\$366,631,175

Final Investment List
Project Total

31

In Construction

733

Projects Completed

\$169,783,578

Total Expenditure to Date
(as of 11-28-22)



Hillcrest Parkway, City of Dublin

Before



After





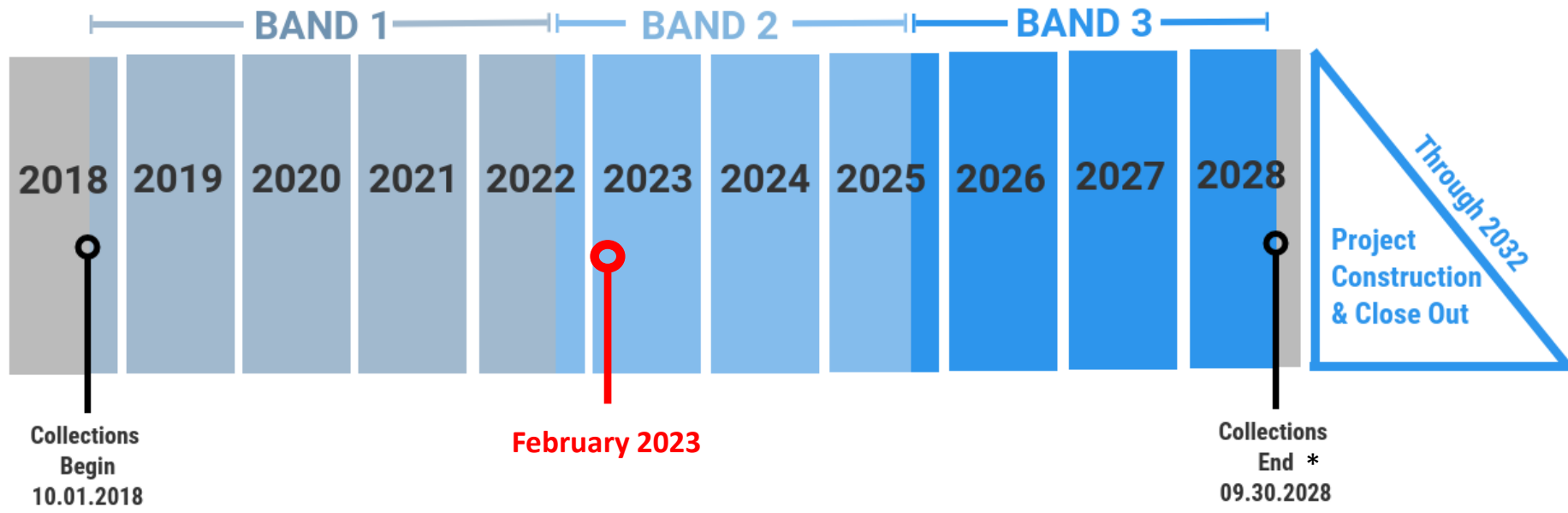
Odomville Church Road Emanuel County



Pendleton Springs Road Emanuel County

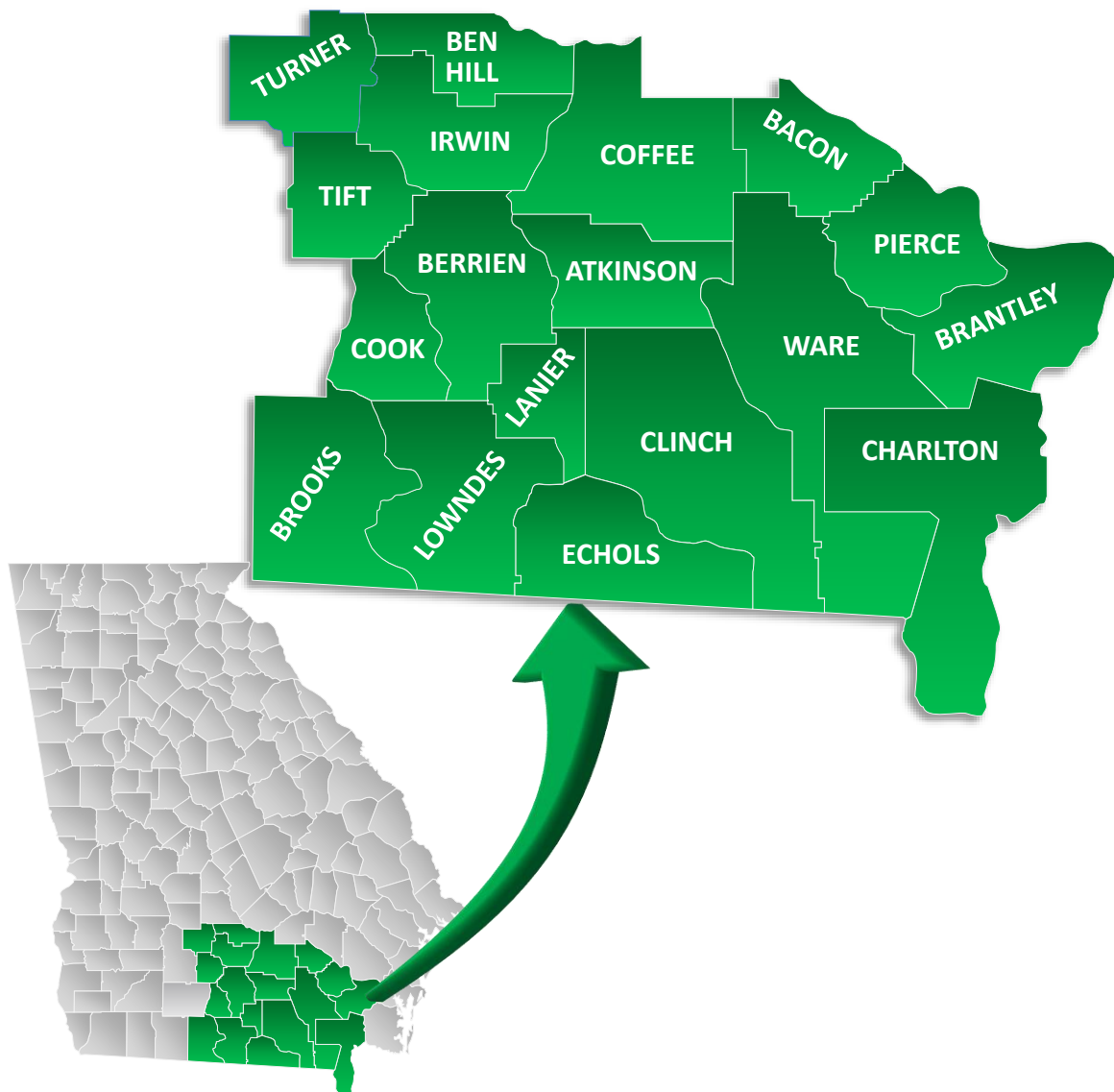


SG Timeline



* Should revenue meet the projected max prior to the legislated end date, collections will end early.

Southern GA Project Overview



151

Total Projects

\$408,763,452

Final Investment List
Project Total

24

In Construction

74

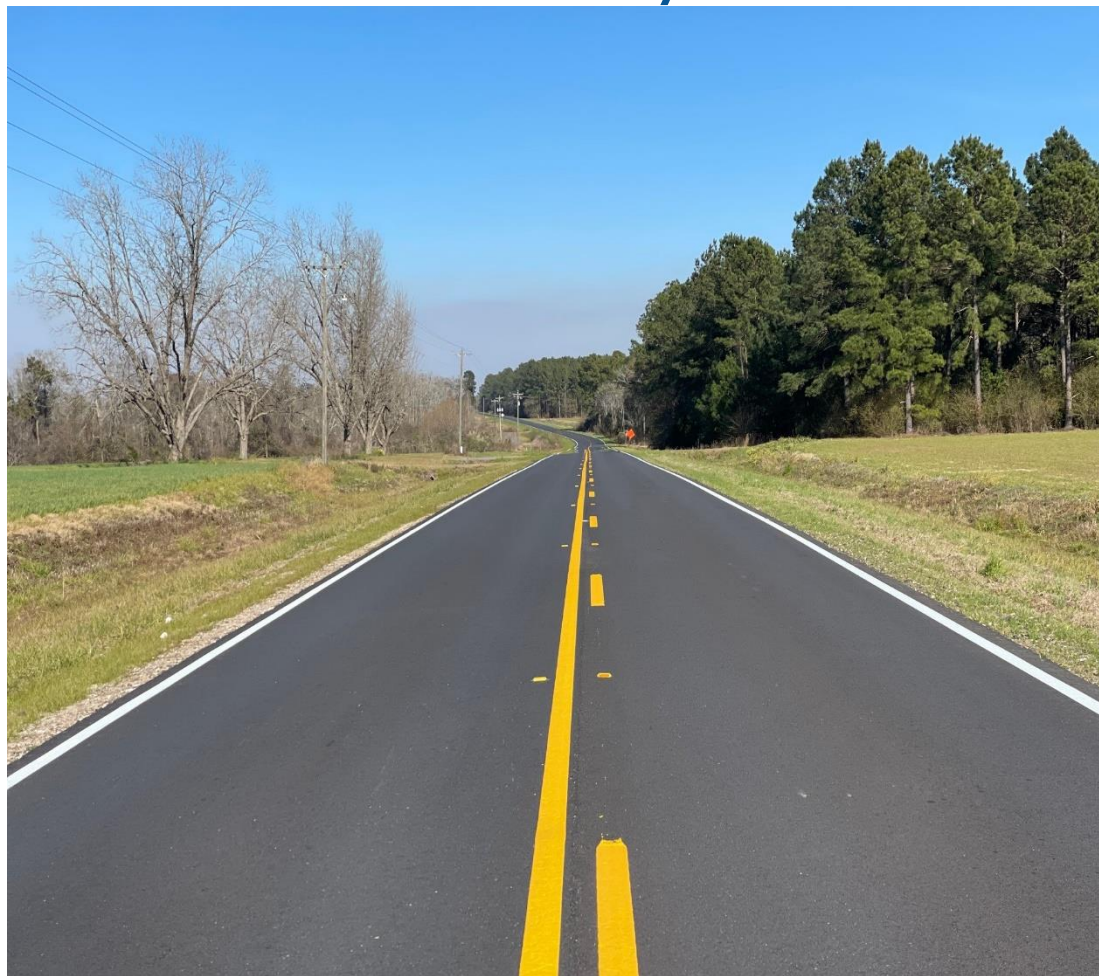
Projects Completed

\$89,471,287

Total Expenditure to Date
(as of 11/14/22)



Lenox-Alapaha Hwy Berrien County



Coy Hancock Rd Berrien County





I-75 @ SR 31, Exit 11 Lowndes County





City of Patterson Resurfacing Bundle

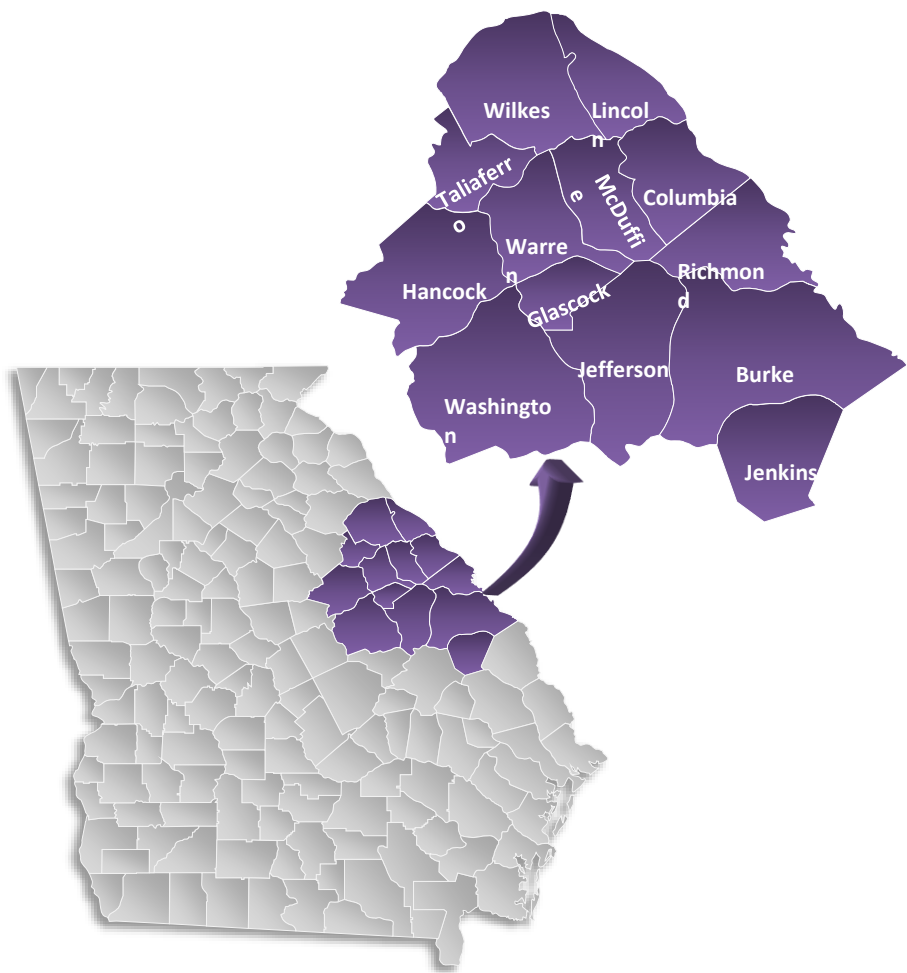
Before



After



CSRA TIA 2 (2023-2032)



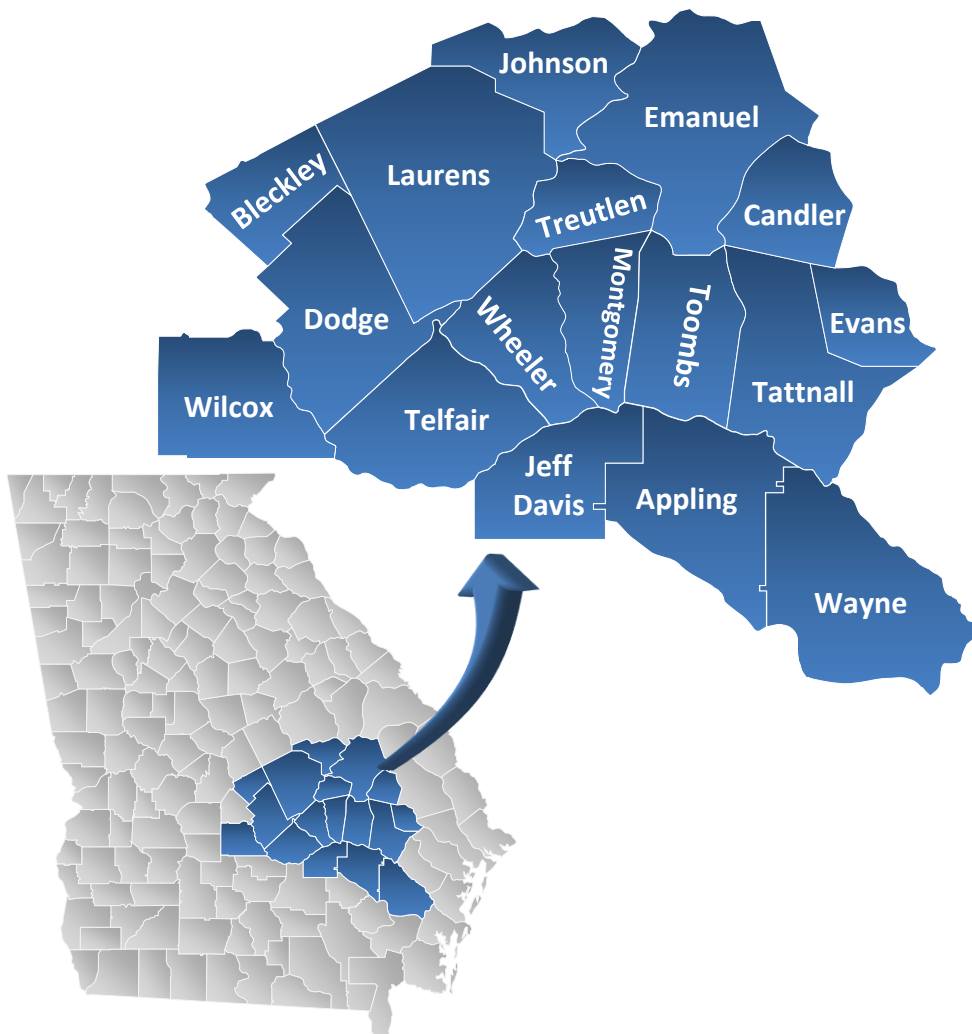
\$ 923,161,980

10-year Forecast

162

Projects

HOGA TIA 2 (2023-2032)



\$392,064,180

10-year Forecast

580

Projects

RV TIA 2 (2023-2032)



\$664,868,522

10-year Forecast

45

Projects on the List

THANK YOU!



Questions?



Impacts of Truck Weights on Bridges and Pavements

Meg Pirkle, P.E.

Chief Engineer

February 15, 2023



Impacts of HB 189: Increased Truck Weights

Immediate Impacts:

- Significant number of Georgia bridges immediately posted with weight limits
- Greater haul distances

Longer Term Impacts:

- Damage to bridges and roadways
- Increased costs to maintain infrastructure at current conditions

Georgia's Current Bridge Statistics

- Georgia has 14,876 structures
 - 6853 State owned
 - 8023 City/County owned
- Posted/Load Restricted 1,404 Structures
- Current Bridge Conditions:
 - Good: 77%
 - Fair: 21%
 - Poor: 2%



Walker County

Georgia's Current Weight Limits

Set by Georgia Code Section 32-6-26

Single Axle	Tandem Axle	Gross Weight
Interstate		
20,340	34,000	80,000
State Route		
20,340	40,680	80,000
State Route Special Commodity Exemptions		
23,000	46,000	84,000
Proposed HB 189 Weights		
25,875	51,750	90,000

Georgia's Bridges - Original Design Loads

Smaller

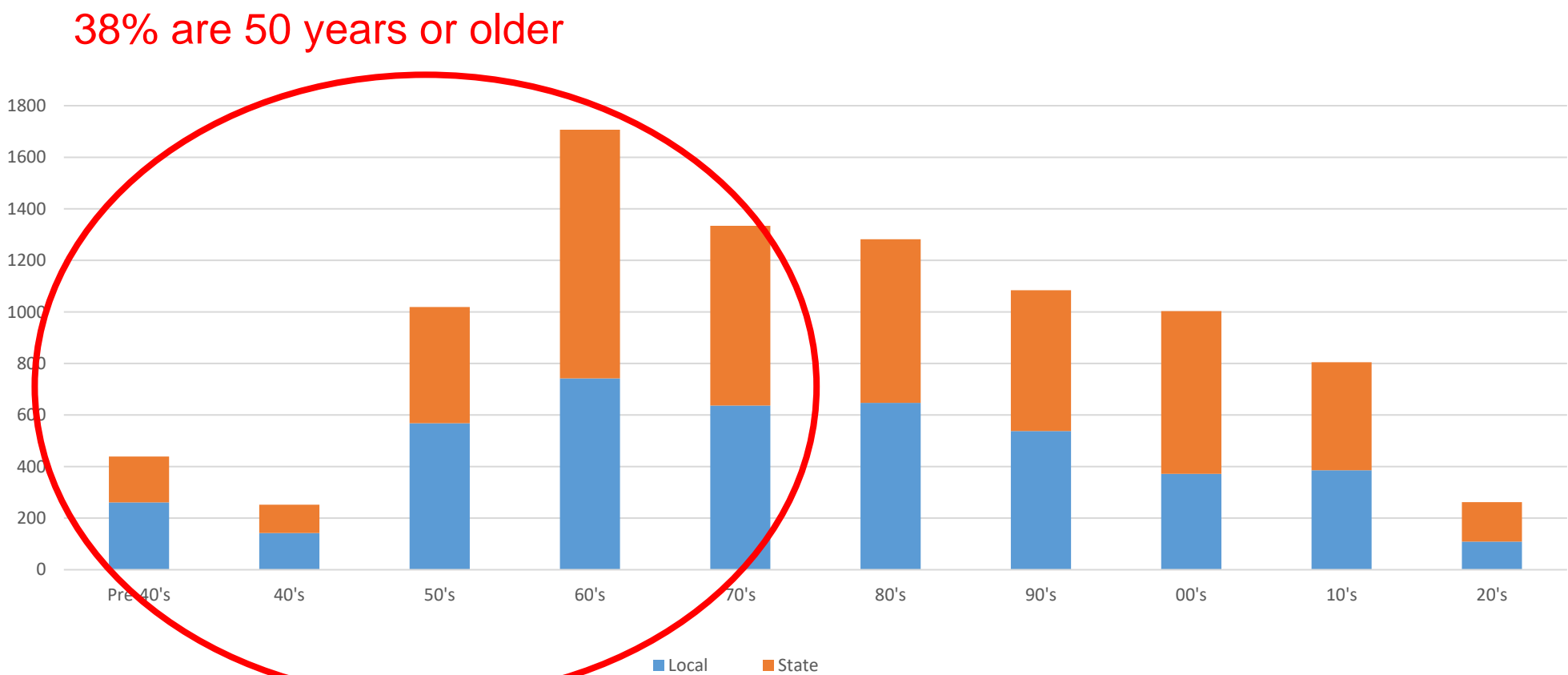


Larger

National Design Load (Design Truck Type)	Approximate Max Design Weight	% of State Owned Bridges	% of Local Owned Bridges
Unknown		0.30%	19.60%
H-10	20,000	0.00%	2.40%
H-15	30,000	11.80%	31.60%
H-20	40,000	1.80%	0.80%
HS-15	60,000	2.70%	12.50%
HS-20	72,000-80,000	80.60%	31.10%
HL-93	100,000	2.80%	2.00%
Percent of Bridges at 80,000 or Less		97%	98%

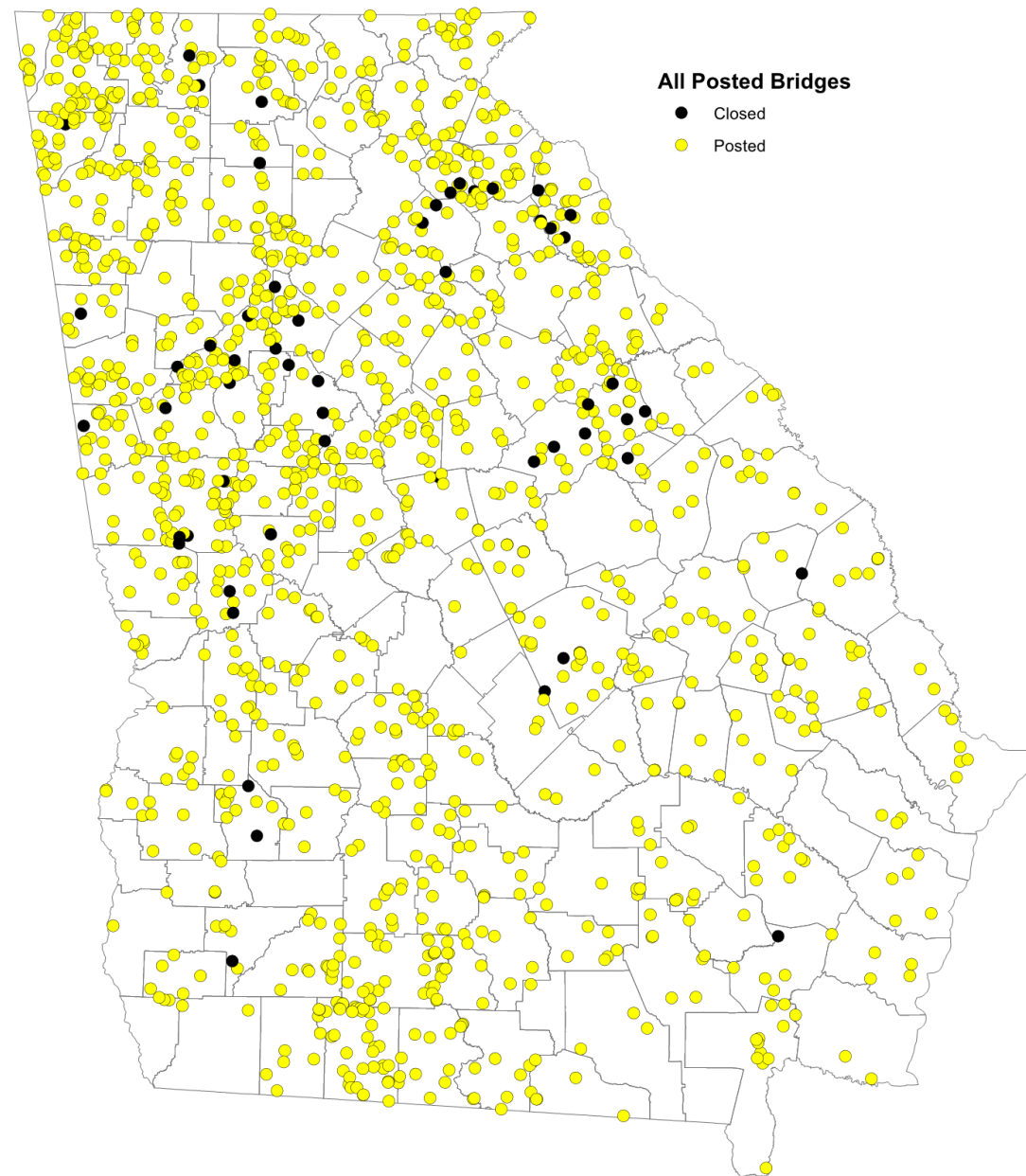
**Over 50%
Local
bridges
designed
for 30,000
lbs or
less**

Current Age of Georgia Bridges



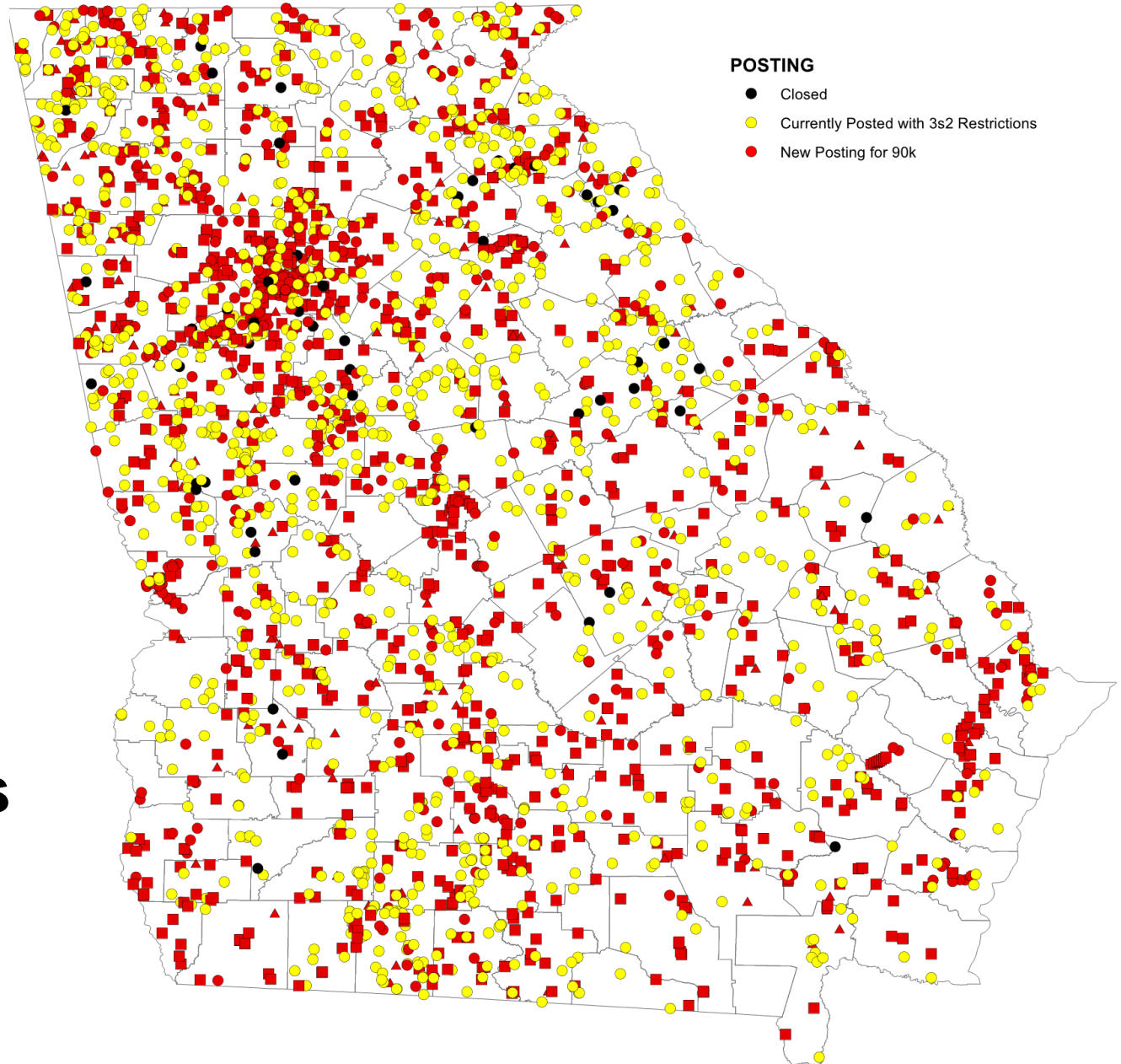
Current Structures with Posted Load Restrictions

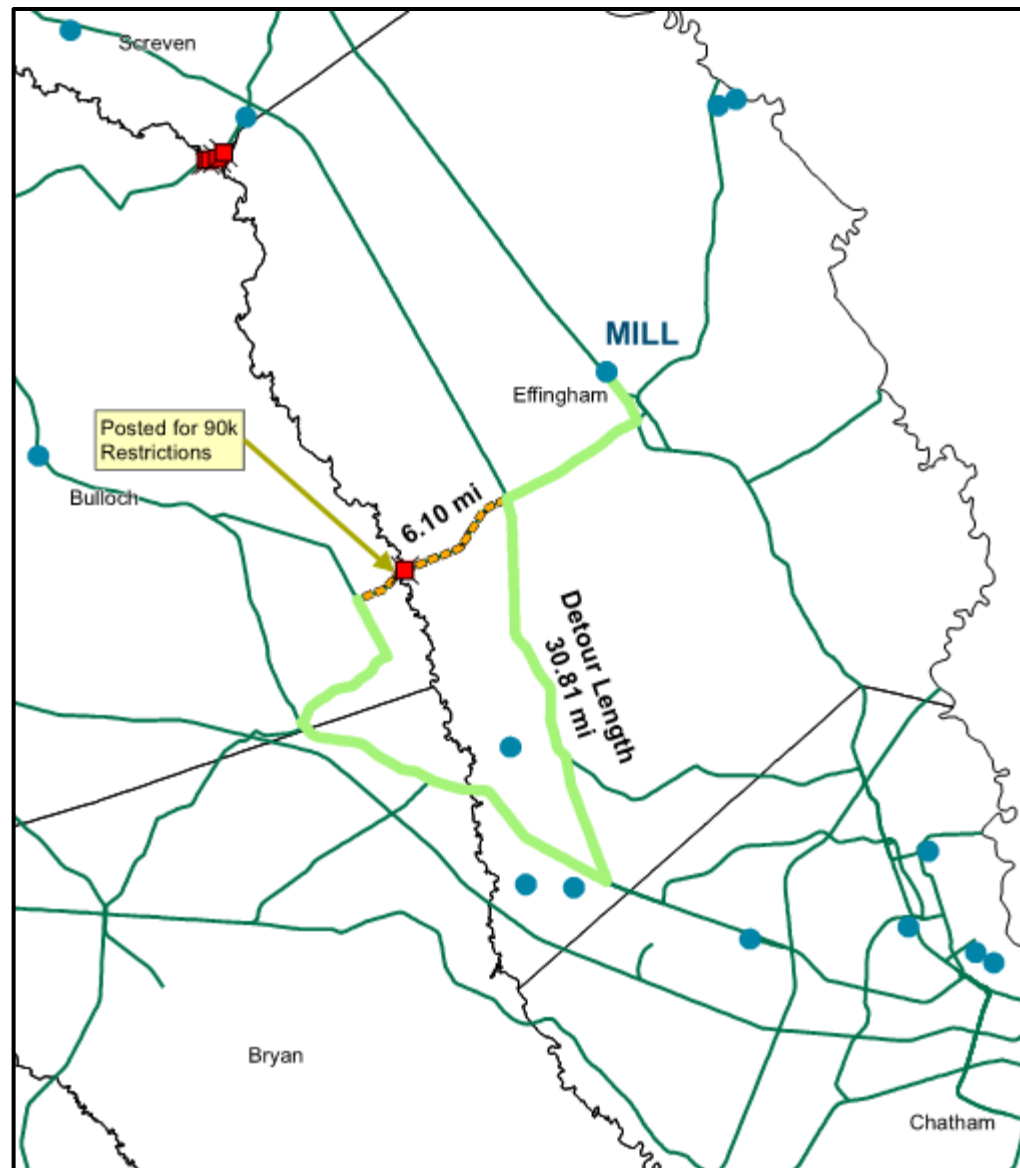
- Posted/Load Restricted: **1,404**
 - State owned: 36
 - City/County owned: 1,368



HB 189 Impacts: 54% Increase in Load Restrictions

- **Additional Posted/Load Restricted: 1,408**
 - State: 727
 - Local: 681
- **More than doubling the number of posted bridges**





**HB 189 Impact:
Detour Length
= 31 miles**



- Bridges
- Mills
- Unusable Route for 90k
- Detour
- State Routes
- Counties

Effingham County

Impacts of HB 189: Increased Truck Weights

Immediate Impacts:

- Significant number of Georgia bridges immediately posted with weight limits
- Greater haul distances

Longer Term Impacts:

- Damage to bridges and roadways
- Increased costs to maintain infrastructure at current conditions

HB 189 Impacts to Bridges

Axle Weight Matters: Weight to Length Ratio

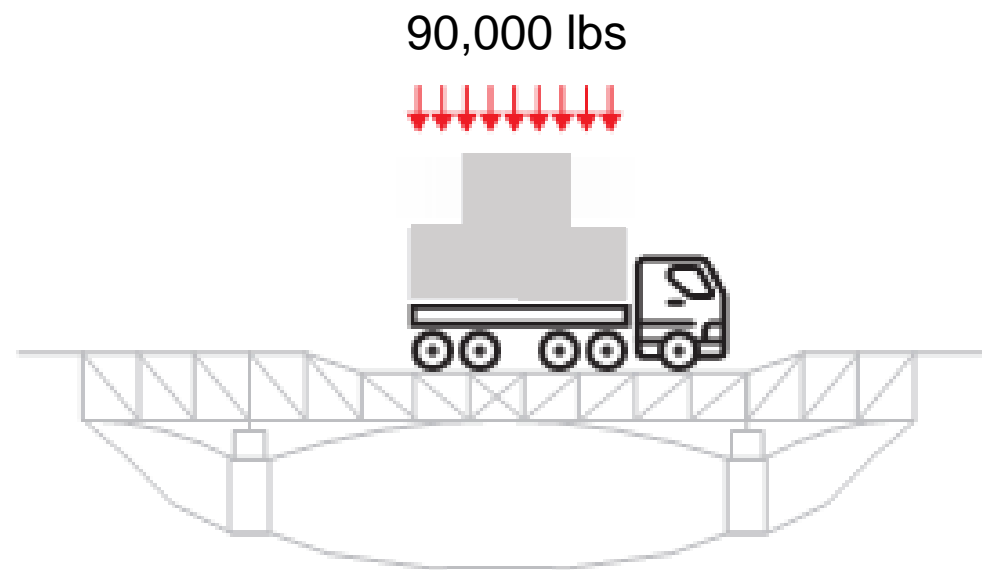
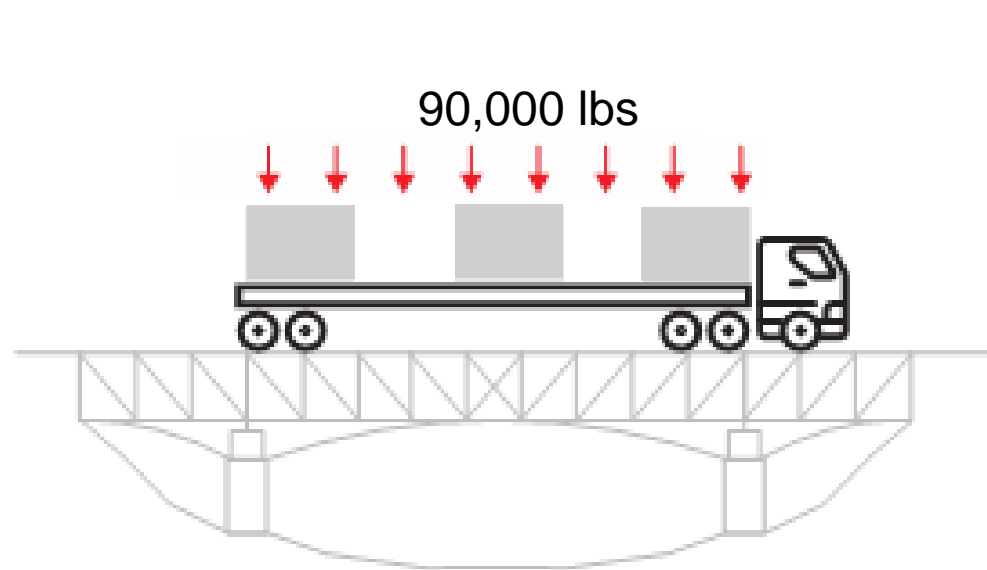


Image source: TxDOT

HB 189: Impacts to Pavements

Pavement Design Fourth Power Rule*:

- “The stress on the road increases in proportion to the fourth power of the axle load of the vehicle traveling on the road.”*
- As a result, increasing truck weights to 90,000 lbs yields a **60% Increase in Pavement Damage**
- **A 20-year pavement will now only last 12 years**



Irwin County Crystal Lake Road (Local)

HB 189: Impacts to Local Roads

Ownership Impacts:

125,615 Centerline Roadway Miles

- State 17,923
- County 86,399
- City 21,293

Locals
own 6X
the
mileage

- Local Bridges and pavements would be disproportionately impacted as most forest and agricultural products originate on rural roads.



Grady County Pine Park Road (Local)

It happens

	GVW	Axle 1	Axle 2	Axle 3	Axle 4	Axle 5
pounds	135 365	22 204	23 329	23 329	33 251	33 251



State Comparison: Poor & Fair Bridges

Georgia 23%

Alabama 60%

Tennessee 58%

North Carolina 58%

South Carolina 56%

Florida 38%

Virginia 67%

Kentucky 73%

Louisiana 57%

Arkansas 53%

Circles are States at 90,000 lbs or higher

Impacts of HB 189: Increased Truck Weights

Immediate Impacts:

- 1,408 additional bridges immediately restricted
- Greater haul distances around restricted bridges

Longer Term Impacts:

- Accelerated damage to bridges and roadways
- Worse road and bridge conditions
- **Billions** of dollars in increased costs with worse conditions



Meg Pirkle, P.E., Chief Engineer
404-631-1004
mpirkle@dot.ga.gov





STATE TRANSPORTATION BOARD

COMMITTEE MEETINGS

February 15, 2023